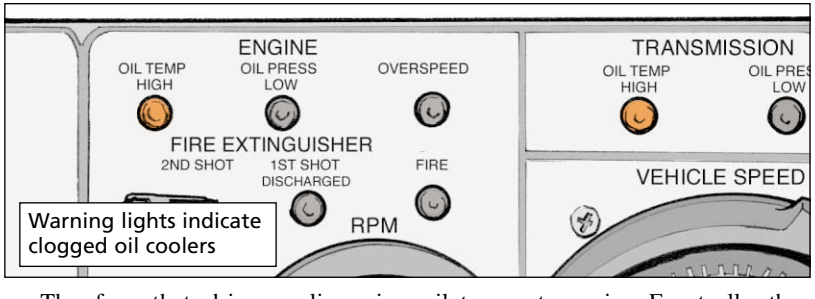
Keep Oil Coolers Clean

Drivers, an ENGINE OIL TEMP HIGH or TRANSMISSION OIL TEMP HIGH light is a good sign of clogged oil coolers on your tank.



The fans that drive cooling air through the engine and transmission oil coolers use air that is drawn from outside the tank as it moves. If the outside air is dusty or wet, a deposit builds up on the coolers. Leaking oil or fuel also ends up on the coolers.

The thicker the build-up, the more oil temperatures rise. Eventually, the coolers clog and the warning lights come on. Then you've got to troubleshoot to find the problem or risk burning up the engine.

Your mechanic cleans the oil coolers thoroughly using steam or solvent during semiannual maintenance.

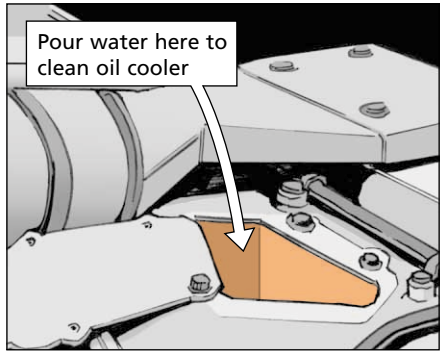
But between these cleanings you can keep the oil coolers clear like this:

1. Open the access hatches on the rear deck of the tank. Older model M1s don't have the hatches. You'll need to remove the rear deck to gain access.

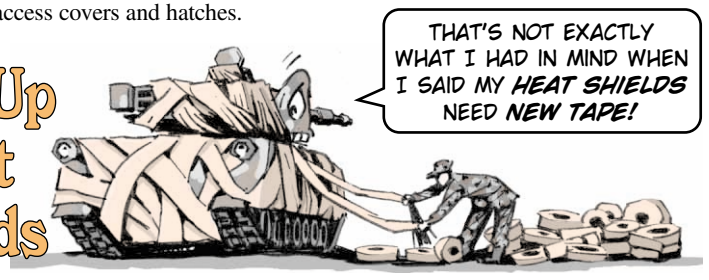
2. Remove the two access covers on the top of the engine ductwork.

3. Pour large amounts of water through the openings in the ductwork while the engine is running. The fans force the water against the backs of the coolers and wash away dirt and oil. Hot water works best, but even cold water will remove most of the deposits.

4. Replace the access covers and hatches.



Tape Up Heat Shields



Mechanics, the tape on the edges of a tank's fuel cell heat shields takes a lot of rough treatment. Fuel, oil and water lead to dry rot. Bumps and rubs during powerpack installation wear out the tape before its time.

The PMCS tables in the -20-1-1 TMs say the vehicle is NMC if the heat shields are damaged, so most units simply replace them.

If the tape is all that's damaged, save your unit those repair bucks by replacing it instead of the heat shield. As long as the damaged edge of the tape is 12 inches long or less, just pull off the old tape and replace it with NSN 7510-01-176-3398.

Heat shields with more extensive damage should be replaced to avoid a fire hazard.